

JUDGE SWAIN**08 CV 5073**UNITED STATES DISTRICT COURT
SOUTHERN DISTRICT OF NEW YORK-----X
ASHAPURA SHIPPING UAE FZE,

Plaintiff,

- against -

JS OCEAN LINERS PTE LTD. a/k/a
JS OCEAN LINERS PTE LTD., SINGAPOREDefendant.
-----X

08 Civ. _____

ECF CASE

VERIFIED COMPLAINT

Plaintiff, ASHAPURA SHIPPING UAE FZE (hereinafter "Plaintiff"), by and through its attorneys, Lennon, Murphy & Lennon, LLC, as and for its Verified Complaint against the Defendant, JS OCEAN LINERS PTE LTD. a/k/a JS OCEAN LINERS PTE LTD., SINGAPORE (hereinafter "Defendant"), alleges, upon information and belief, as follows:

1. This is an admiralty and maritime claim within the meaning of Rule 9(h) of the Federal Rules of Civil Procedure and 28 United States Code § 1333. This claim involves the breach of maritime contract of charter. This matter also arises under the Court's federal question jurisdiction within the meaning of 28 United States § 1331.

2. At all times material to this action, Plaintiff was, and still is, a foreign corporation, or other business entity organized and existing under foreign law.

3. Upon information and belief, Defendant was, and still is, a foreign corporation, or other business entity organized and existing under the laws of Singapore.

4. At all times material to this action, Plaintiff was the disponent owner of the vessel "AL MANSOOR 1" (hereinafter the "Vessel").

FILED
 U.S. DISTRICT COURT
 SOUTHERN DISTRICT OF NEW YORK
 2008 JUN -3 11:24 AM

5. By a fixture recap dated October 27, 2006, (hereinafter the "Fixture Recap") Plaintiff time chartered the Vessel to Defendant for approximately six months, plus or minus fifteen days at Defendant's option. *A copy of the Fixture Recap is attached hereto as Exhibit 1.*

6. Clause 31 of the Fixture Recap provided that the terms of the Fixture Recap were to be as per Plaintiff's pro forma charter party terms, with appropriate amendments. *See Exhibit 1.*

7. The Fixture Recap called for Defendant to pay hire to Plaintiff at the rate of \$5,250.00 per day, payable every fifteen days in advance into the Plaintiff's nominated bank account. *See Exhibit 1.*

8. On November 19, 2007, the parties executed an addendum (hereinafter the "Addendum") which set forth terms and conditions by which the parties extended the Fixture Recap for an additional three months, plus or minus fifteen days at Defendant's option. *A copy of the Addendum is attached hereto as Exhibit 2.*

9. Disputes later arose between the parties regarding Defendant's failure to pay the total amount of hire due and owing to Plaintiff as required under the Fixture Recap and the Addendum.

10. Pursuant to the Plaintiff's final hire statement, Defendant owes to Plaintiff the sum of \$88,061.84. *A copy of Plaintiff's final hire statement is attached hereto as Exhibit 3.*

11. Defendant has failed to pay the outstanding hire balance due and owing to the Plaintiff in the amount of \$88,061.84.

12. Additionally, Plaintiff incurred expenses on behalf of the Defendant with respect to the Vessel. The Vessel was delivered to Defendant after dry docking repairs with the exception of one voyage performed in between. The Vessel holds were blasted and painted in while in dry dock repair. After the time of redelivery from Defendant, the condition of the holds

were not the same as on delivery. The holds had rusted due Defendant's frequent shipments and carriage of bulk Rock Phosphate and bulk Copper Slag and because Defendant had been discharging bulk Rock Phosphate during rainy weather resulting in the cargo rock phosphate sucking to the top of the coating and frames. As a result, Plaintiff incurred expenses relating to hold cleaning and chipping removal cargo costs.

13. Plaintiff incurred additional expenses relating to tarpaulin and ramnek tape purchased for the Vessel at Defendant's request and in order to avoid voyage delays.

14. Plaintiff's expenses incurred on behalf of Defendant are as follows:

- a. Hold cleaning/chipping removal cargo costs: \$ 10,618.00
(424,720.00 Indian Rupees)
See invoices from S.S. Muthu Enterprises and Steffi Enterprises, attached hereto as Exhibits 4 and 5.
- b. Grit blasting/painting of holds: \$ 54,760.00
See invoice of Western India Shipyard Limited attached hereto as Exhibit 6.
- c. Tarpaulin: \$ 3,158.75
(126,550.00 Indian Rupees)
See invoice of Govindji Padamshi & Co. attached hereto as Exhibit 7.
- d. Ramnek Tape: \$ 1,650.00
(66,000.00 Indian Rupees)
See invoice of Kepee Marine attached hereto as Exhibit 8.

Total Expenses Incurred by Plaintiff: \$ 70,186.75

15. Pursuant to the Fixture Recap, all disputes between the parties are to be submitted to arbitration in London with English Law to apply.

16. Arbitration proceedings have commenced in London and Plaintiff has appointed an arbitrator.

17. This action is brought in order to obtain jurisdiction over the Defendant and also to obtain security for Plaintiff's claims and in aid of arbitration proceedings.

18. Interest, costs and attorneys' fees are routinely awarded to the prevailing party under English Law. Section 63 of the English Arbitration Act of 1996 specifically allows for recovery of these items as part of an award in favor of the prevailing party.

19. As best as can now be estimated, Plaintiff expects to recover the following amounts at arbitration as the prevailing party:

a.	Principal Claim:	\$ 158,248.59
	<i>Unpaid Hire and Costs Incurred on Behalf of Defendant</i>	
b.	Interest on principal claim for 2 years, compounded quarterly at 7.5%	\$ 25,354.86
c.	Estimated arbitration costs:	\$ 25,000.00
d.	Estimated recoverable legal fees and costs:	\$ 52,250.00
	Total:	\$ 260,853.45

20. The Defendant cannot be found within this District within the meaning of Rule B of the Supplemental Rules for Certain Admiralty and Maritime Claims of the Federal Rules of Civil Procedure, but, upon information and belief, Defendant has, or will have during the pendency of this action, assets within this District and subject to the jurisdiction of this Court, held in the hands of one or more garnishees which are believed to be due and owing to the Defendant.

21. The Plaintiff seeks an order from this court directing the Clerk of Court to issue Process of Maritime Attachment and Garnishment pursuant to Rule B of the Supplemental Rules for Certain Admiralty and Maritime Claims, attaching, *inter alia*, any proeprty of the Defendant held by any garnishee within the District for the purpose of obtaining personal jurisdiction over the Defendant, and to secure the Plaintiff's claims as described above.

WHEREFORE, Plaintiff prays:

A. That process in due form of law issue against the Defendant, citing it to appear and answer under oath all and singular the matters alleged in the Verified Complaint;

B. That pursuant to 9 U.S.C. §§ 201. *et seq.* and/or the doctrine of comity this Court recognize and confirm any foreign judgment or arbitration award rendered on the claims had herein as a Judgment of this Court;

C. That since the Defendant cannot be found within this District pursuant to Rule B of the Supplemental Rules for Certain Admiralty and Maritime Claims, this Court issue an Order directing the Clerk of Court to issue Process of Maritime Attachment and Garnishment pursuant to Rule B of the Supplemental Rules for Certain Admiralty and Maritime Claims, attaching all tangible or intangible property of the Defendant within the District, including but not limited to any funds held by any garnishee, which are due and owing to the Defendant, up to the amount **\$260,853.45** to secure the Plaintiff's claims, and that all persons claiming any interest in the same be cited to appear and pursuant to Supplemental Admiralty Rule B answer the matters alleged in the Complaint;

D. That this Court enter Judgment against Defendant on the claims set forth herein;

E. That this Court retain jurisdiction over this matter through the entry of any judgment or award associated with any of the claims currently pending, or which may be initiated in the future, including any appeals thereof;

F. That this Court award Plaintiff its attorney's fees and costs of this action; and

G. That the Plaintiff have such other, further and different relief as the Court may deem just and proper.

Dated: June 3, 2008
Southport, CT

The Plaintiff,
ASHAPURA SHIPPING UAE FZE

By: Anne C. LeVasseur

Patrick F. Lennon
Anne C. LeVasseur
LENNON, MURPHY & LENNON, LLC
420 Lexington Ave., Suite 300
New York, NY 10170
(212) 490-6050 – phone
(212) 490-6070 – fax
pfl@lenmur.com
acl@lenmur.com

ATTORNEY'S VERIFICATION

State of Connecticut)
) ss.: Town of Southport
County of Fairfield)

1. My name is Anne C. LeVasseur.

2. I am over 18 years of age, of sound mind, capable of making this

Verification, and fully competent to testify to all matters stated herein.

3. I am an attorney in the firm of Lennon, Murphy & Lennon, LLC, attorneys for the Plaintiff.

4. I have read the foregoing Verified Complaint and know the contents thereof and believe the same to be true and accurate to the best of my knowledge, information and belief.

5. The reason why this Verification is being made by the deponent and not by the Plaintiff is that the Plaintiff is a business organization with no officers or directors now within this District.

6. The source of my knowledge and the grounds for my belief are the statements made, and the documents and information received from, the Plaintiff and agents and/or representatives of the Plaintiff.

7. I am authorized to make this Verification on behalf of the Plaintiff.

Dated: June 3, 2008
Southport, CT



Anne C. LeVasseur

EXHIBIT 1

From: Sea Freight [cfrit@bom5.vsnl.net.in]
Sent: Friday, October 27, 2006 3:42 AM
To: "Subodh Salgaonkar"
Subject: MV AL MANSOOR I - A/C JSOL subs lifted and vsl fully fixed

to ashapura
k/a subodh
Subject: RE: MV AL MANSOOR I - A/C JSOL
charterers confirm subjects are lifted and vsl is fully fixed.
and c/p to be logically amended as per main terms agreed

Thanks & best regards
Seafreight

RE : MV. AL MANSOOR I - A/C JSOL - RECAP OF MAINTERMS===

CHARTS CONFIRM RECAP IN ORDER. CHARTS TKS OWNERS FOR ALL COOPERATION
PLS FIND BELOW RECAP OF MAIN TERMS ASF,

M/V AL MANSOOR I
BLT 1978 / GENERAL CARGO TWEENDECKER
ST. VINCENT FLAG
CLASS RUSSIAN MARITIME
LOA / LBP :- 124 / 115.09 MTRS.
BREADTH 19.0 MTRS / DEPTH :- 10.2 MTRS.
DWT / DRAFT : 9366 MT DWT ON 7.74 M SSW
GRT / NRT :- 6387 / 3395
CRANES 3 X 12 MTON SWL
DERRICK 1 X 25 MTON
HATCH COVERS MAGREGOR SINGLE PULL : FOLDING TYPE TWEENDECK
SPEED ABT 10 KNT ON ABT 13 MT F.O. + ABT 2.5 MT MGO AT SEA & IN PORT.
VSL CONSUMES MGO WHILE MANOUVERING
HO/HA :- 3 / 3
GRAIN / BALE :- 418369 / 425750 CFT
OTHER DETAILS:
HATCH DIMENSIONS (L X B):
NO.1 12.5 X 7.82
NO.2 20.0 X 12.5
NO.3 20.0 X 12.5

MAX UNIFORM LOAD TKS TOP - 9.3 MT/M2 / UPPER DECK - 2.75 MT/M2 /
HATCH COVER TWEENDECK (HATCH WAY) -2.0 MT/M2
GR/BL CAPA OF EACH HOLD :- 418369 / 425750 CFT

HOLD CAPACITY GRN	BL
NO.1 HOLD	42766 37610
NO.2 HOLD	86944 76632
NO.3 HOLD	82212 72253
NO.1 TWD	51205 50464
NO.2 TWD	77197 92453
NO.3 TWD	78045 96338

VENTILATION : MECHANICAL

THE SPEED OF THE VESSEL IS ALWAYS TO BE CONSIDERED AS AVERAGE SPEED IN FULLY LADEN
CONDITION AND GOOD WEATHER, NO ADVERSE CURRENT, NEGATIVE INFLUENCE OF SWELL, MODERATE SEA,
WIND NOT EXCEEDING BEAUFORT FORCE 3(THREE) AND/OR DOUGLAS SEA STATE 3 (THREE) THE PROPER

WORK OF CRANES IS GIVEN IN ATMOSPHERIC TEMP UPTO +35 DEGREES CELCIUS.

IN CASE GRABS USED FOR LOADING AND DISCHARGING OPERATIONS, THE CRANES & DERRICK
WORKING SWL TO BE 80% OF THE DECLARED SWL (FROM 12 MT TO 9 MT & FOR DERRICK 25 MT TO 20 MT)
ADA WOG
FOR

1) A/C JS OCEAN LINERS PTE LTD SINGAPORE

2) OWNERS: ASHAPURA SHIPPING UAE FZE

3) DELIVERY: MID POINT BETWEEN DAMMAM AND KANDLA ATDNFHINC OR SHINC

4) REDELY: DLOSP 1 SP INDIA / AG (EXCLUDING IRAQ) / ONLY AQABA IN R.SEA ATDN SHINC

5) LAYCAN: 30TH OCT - 3RD NOV 2006

6) T/C FOR ABT 6 MOS PLUS +/- 15 DYS IN CHTRS OPTION.

7) TRADING: THE VESSEL SHALL BE EMPLOYED IN SUCH LAWFUL TRADES BETWEEN SAFE PORTS AND SAFE PLACES
WITHIN VIA SAFE BERTH (S), SAFE PORT(S), SAFE ANCHORAGE(S) ALWAYS AFLOAT ALWAYS ACCESSIBLE ALWAYS
WITHIN INSTITUTE WARRANTY LIMITS, EXCLUDING WAR/WAR LIKE ZONES/COUNTRIES.

8) CHARTER HIRE USD 5250/- PD DIOT, PAYABLE EVERY 15 DAYS IN ADVANCE TO OWNERS A/C IN USD AND LAST
HIRE BASIS REDELIVERY NOTICE. HIRE INVOICE WILL BE PROVIDED BY FAX IN OWNERS' LETTERHEAD OR BY
DIRECT TELEX TO CHARTERERS' OFFICE, ORIGINAL INVOICE TO BE FOLLOWED BY POST / COURIER FOR THEIR
RECORDS.

9) BUNKER CLAUSE: FIRST HIRE AND BOD VALUE TO BE PAID W/I 3 BANKING DAYS AFT VSL'S DELY AND
RECEIVING INVOICE BY FAX OR TLX. BOD AND BOR TO BE SAME QTY AND ANY MINOR DIFFERENCE TO BE SETTLED
AS PER AGREED BUNKER PRICES.

PRIOR TO DELIVERY CHTRS TO SUPPLY BUNKERS AT KHOR FAKKAN ENROUTE TO KANDLA (LOAD PORT) AT THEIR
TIME AND COST.

BOD QTY ON DELY : ABT 60MT IFO (180CST-RME25) AND ABT 18MT MGO-DMA

BUNKER PRICES: AS PER FUJAIRAH PRICES AT THE DAY OF DELIVERY

BUNKER ON DELY / REDELY QTY TO BE DETERMINED BY INDEPENDENT SURVEY, IF REQUIRED; MASTER/CREW
MEMBER OF THE VSL CAN REPRESENT OWNERS INTEREST. ON HIRE SURVEY TIME & EXPENSES / OFF HIRE SURVEY
TIME & EXPENSES TO BE EQUALLY SHARED BETWEEN OWNERS / CHARTERERS.

10) VSL'S HOLDS ON DELIVERY TO BE CLEAN AND SWEEPED SO AS TO RECEIVE CHARTERERS INTENDED CARGO IN ALL
RESPECT, FREE OF SALT, RUST SCALE AND PREVIOUS CARGO RESIDUE TO THE SATISFACTION OF AN
INDEPENDENT SURVEYORS APPOINTED BY CHTRS. IF VESSEL FAILS TO PASS ANY HOLD INSPECTION/TEST AS ABV,
THE VESSEL WILL BE PLACED OFF-HIRE, PRORATA FOR NUMBER OF HOLDS FAILED UNTIL THE VSL PASSED HER
HOLD INSPECTION.

11) ILOHC : USD 2000 ; INTERMEDIATE HOLD CLEANING : USD 1000

12) VICTUALING / CABLE / TELEX / ENTERTAINMENT ETC. USD 1000 /- PMPR.

13) OWNERS/ MASTER TO AUTHORIZE CHARTERERS / AGENTS TO SIGN / RELEASE BS/L IN STRICT CONFORMITY
WITH MATE RECEIPT.

CHTRS TO ISSUE LINER BS/L FOR LINER TRADE OR ONLY CONGEN BS/L TO BE USED.

14) IN CASE ORIGINAL BILLS OF LADING NOT AVAILABLE AT DISPORT, OWNERS / MASTER WILL DISCHARGE ENTIRE CARGO AGAINST CHARTERERS' 'LOI' IN OWNERS P & I WORDINGS SIGNED ONLY BY CHTRS.

ALL BILLS OF LADING TO BE ISSUED / RELEASED FOR AND ON BEHALF OF MASTER / OWNERS

MASTER SHALL SIGN THE BILLS OF LADING ON BEHALF OF CHARTERERS FOR CARGO AS PRESENTED IN CONFORMITY WITH MATES RECEIPTS, OR MASTER TO AUTHORISE CHARTERERS AGENTS TO SIGN BILLS OF LADING ON BEHALF OF OWNERS/MASTER ALWAYS STRICTLY IN CONFORMITY WITH MATES RECEIPTS.

OWNERS CONFIRM CHTRS CAN ISSUE LINER B/L'S BUT LINER COST TO BE ON CHTRS ACCOUNT AND CHTRS TO GIVE LOI FOR ISSUANCE.

NO THROUGH BILLS OF LADING TO BE ISSUED.

ALL BILLS OF LADING FOR DECK CARGO TO BE CLAUSED IN RESPECT OF SUCH CARGO "SHIPPED ON DECK AT SHIPPERS' RISK AND EXPENSE".

SHOULD ORIGINAL BILLS OF LADING NOT BE AVAILABLE AT THE TIME OF VESSEL'S ARRIVAL AT DISCHARGING PORT, OWNERS TO ALLOW DISCHARGING WITHOUT PRESENTATION OF SUCH ORIGINAL BILLS OF LADING AGAINST LETTER OF INDEMNITY AS PER OWNERS' P. AND I. CLUB STANDARD FORM TO BE SIGNED BY CHARTERERS ONLY.

15) IF 2ND SET / SPLIT BS/L MARKED 'FREIGHT PREPAID' REQUESTED BY THE CHARTERERS, OWNERS / AGENT TO ISSUE THE SAME AGAINST SURRENDER OF FIRST SET OF BS/L OR CHARTERERS 'LOI' IN OWNERS P AND I WORDINGS SIGNED ONLY BY CHTRS. CHTRS TO PAY USD 100.00 FOR PER SET OF B/L.

16) OWNERS G'TEE THAT VESSEL IS FULLY PANDI COVERED AND CLASSED EQUIVALENT TO 'LLOYDS 100A1' STANDARD, SHALL MAINTAINED UNTIL COMPLETION OF DISCHARGE OF THE FULL CARGO QUANTITY.

17) OWNERS CONFIRM THAT VESSEL SHALL NOT BE SOLD /SCRAPPED / REDELIVERED IMMEDIATELY AFTER THIS VOYAGE.

18) MASTER OF VESSEL WILL FOLLOW CHARTERERS' INSTRUCTIONS FOR SMOOTH PERFORMANCE OF THE VOYAGE.

19) OWNERS SHALL PROVIDE COPY OF CERTIFICATES AND INFORMATION AS AND WHEN REQUIRED.

20) VESSEL GEARS SUITABLE FOR DISCHARGE FROM ALL THE HOLDS OF THE VESSEL.

21) ALL TAXES AND DUES AND CHARGES ON THE VESSEL AND /OR CARGO AND/OR FREIGHT, SUB - FREIGHT ARISING OUT OF CARGO (E5) CARRIED OR PORTS (5) VISITED UNDER THIS CHARTER PARTY ORDERS HEREIN DUTIES/ LEVIES TO BE FOR THE CHARTERERS ACCOUNT WHETHER ASSESSED DURING OR AFTER THE CURRENCY OF THIS CHARTER PARTY INCLUDING ANY TAXES AND/OR DUES ON CARGO AND / OR FREIGHTS AND/OR SUB FREIGHT AND / OR HIRE (EXCLUDING TAXES LEVIED BY THE COUNTRY OF THE FLAG OF THE VESSEL OR THE OWNERS)

22) IN CASE OF NON-PAYMENT OF CHARTER HIRE DUE TO OVERSIGHT, NEGLIGENCE ERROR OR OMISSION ON THE PART OF THE CHARTERERS OR THEIR BANKERS, THE CHARTERERS SHALL BE GIVEN BY THE OWNERS TWO(2) DAYS (AS RECOGNIZED AT THE AGREED PLACE OF PAYMENT) NOTICE TO RECTIFY THE FAILURE AND WHEN SO RECTIFIED WITHIN TWO(2) DAYS FOLLOWING THE OWNERS' NOTICE, THE PAYMENT SHALL STAND AS REGULAR AND PUNCTUAL PAYMENT.

INSPIRE OF GRACE PERIOD PROVIDED BY OWNERS TO CHTRS AND INCASE CHTRS FAILS TO REMIT THE CHARTER HIRE, OWNERS TO HAVE LIEN ON CARGO IRRESPECTIVE OF CHARTERERS / SHIPPERS / RECEIVERS OR THIRD PARTIES MENTIONED IN THE BSL AND IRRESPECTIVE OF THEIR RIGHTS OR LIABILITIES FOR SAME. TIME CHARTERERS TO BE DIRECTLY RESPONSIBLE TO THE OWNERS FOR PAYMENT OF THE PENDING HIRES AND DIRECTLY RESPONSIBLE TO RECEIVERS / SHIPPERS / THIRD PARTIES FOR THE CARGO.

23) ANY ADDITIONAL WAR RISK INSURANCE PREMIUM BY REASON OF VESSEL TRADING WAR RISK AREA TO BE FOR CHARTERERS' ACCOUNT AND ANY BLOCKING AND TRAPPING/CREW WAR BONUS TO BE FOR CHARTERERS'

ACCOUNT, USD 20.00 PER PERSON TO MASTER & CHIEF ENGINEER & USD 15.00 PER PEERSON FOR CREW

24) OWNRS/MASTER WILL NOT BE RESPONSIBLE FOR CLAIMS OR CONSEQUENCES ARISING OUT OF SHORTAGE OF THE CARGO, IF ANY, BASIS DRAFT SURVEY FOR BULK CARGOES OR TALLY OR SHORTAGES CAUSED BY DAMAGE CARGO DUE TO NEGLIGENCE OF STEVEDORES. ON COMPLETION OF LOADING, ALL HATCH ACCESS WILL BE SEALED IN PRESENCE OF JOINT SURVEYORS AND SAME TO BE INSPECTED JOINTLY ON ARRIVAL DISPORT. THEREAFTER, OWNRS NOT RESPONSIBLE FOR ANY SHORTAGE CLAIMS. OWNRS ALSO NOT RESPONSIBLE FR SHORTAGE DUE TO INHERENT PROPERTY OF CARGO OR IF LOSS OF MOISTURE ETC.

IF ANY CARGO CLAIMS DUE TO PURELY DEFFICIENCY OF THE VSL TO BE ON OWNERS ACCOUNT, BUT ALL OTHER CARGO CLAIMS TO BE ON CHATRS ACCOUNT.

IN CASE VESSEL DETAINED DUE TO CARGO RELATED DISPUTES FOR WHICH MASTER INSERTED HIS REMARKS ON MATE'S RECEIPTS, CHARTERERS TO GUARANTEE VESSEL WILL BE ALLOWED TO SAIL WITHOUT DELAY ON COMPLETION OF DISCHARGE AFTER CHARTERERS ENSURE LOI OR CO-LATERALS BASED ON THE CUSTOM OF THE DISPORT.

CARGO CLAIMS TO BE ADJUSTED AND SETTLED IN ACCORDANCE WITH NEW YORK PRDUCE EXCHANGE INTERCLUB AGREEMENT AND AMENDMENTS THERETO.

CHTRS P&I CLUB - THE AMERICAN CLUB

25) CARGO EXCLUSIONS:

PETCOKE, LIVESTOCK, PETROLEUM OR ITS PRODUCTS, SALT, SULPHUR, TAR, ASPHALT, PITCH, LOGS, RAIWAY WAGONS, NUCLEAR MATERIALS, RAIDOACTIVE PRODUCTS, CALCIUM CARBIDE, CALCIUM HYDROCHORIDE, BULK CEMENT, SCRAP OF ANY KIND, MOTOR BLOCKS, TURNINGS AND SHAVINGS, AMMONIUM NITRATES, ARMS AND AMMUNITION, TNT, BLASTING CAPS, BLACK POWDER, BOMS (LOADED OR NOT), NAPTHA, FERROSILICON, FISHMEAL, COPRA, HIDES, SUNFLOWER SEED EXPELLERS & EXPELLERS OF ANY OTHER KIND, SPONGE IRON, DIRECT REDUCED IRON PRE-REDUCED IRON ORE PELLETS, HOT BRIQUETTED IRON, RAW ASBESTOS, MEAT, BONEMEAL, COCENTRATES, GLASS, TOBACCO EXTRACTS, COTTON, DANGEROUS, INJURIOUS, HARMFULL AND HAZARDOUS CARGOES, IMO 3/4/5 CARGOES

26) TRADING EXCLUSIONS:

BERBERA, ERITERA, ISRAEL, LEBANON, SOMALIA, ALSO EXCLUDING USA, CANADA, AUSTRALIA, BALTIC, CONT, ATLANTIC, FRANCE, SPAIN, MORROCO, ALGERIA, TUNISIA, W.AFRICA, COMOROS ISLANDS, PAKISTAN, N.KOREA, JAPAN, NZL AND/OR OTHER WAR / WARLIKE ZONES AS DESCRIBED BY OWNERS H&M UNDERWRITERS AND P&I CLUB DURING THE PERIOD IN CASE TRADING AREAS ARE CERTIFIED AS SPECIAL OR EXCLUDED AREAS BY OWNERS P&I CLUB, CHTRS TO PAY FOR ADDITIONAL WAR RISK PREMIUMS INCLUDING CREW BONUS AS DETERMINED BY THE CLUB AND FOR WATCHMEN AT THE PORTS OF CALL.

CHARTERERS TO ENTER IN A SEPARATE P&I CLUB FOR CHARTERERS LIABILITY COVER, CHARTERERS TO CONFIRM THAT THEY WILL NOT BREAK IWL.

"WARRANTED NO BERING SEA, NO EAST ASIAN WATERS NORTH OF 46 DEGREE N LAT AND NOT TO ENTER OR SAIL FROM ANY PORT OR PLACE IN SIBERIA EXCEPT NAKHODKA AND/OR VLADIVOSTOCK AND / OR VOSTOCHNY" ANY FUMIGATION / VACCINATION FOR /AFTER CALLING THESE CIS PACIFIC PORT/AREA TO BE ON CHARTERERS ACCT. ALSO CHARTERERS TO ADHERE OWNERS P&I CLUBS INSTRUCTIONS/RULES, IF ANY, FOR CALLING THESE AREAS.

27) ARBITRATION AND GENERAL AVERAGE TO BE IN LONDON AND ENGLISH LAW TO APPLY. FOR TOTAL CLAIMS NOT EXCEEDING USD 50,000. THE SAMLL CLAIM PROCEDURES OF LMAA TO APPLY.

28) QTY AND WEIGHT ON B/L DETERMINED AS PER DRAFT SURVEY FOR BULK CARGOES. OWNERS NOT RESPONSIBLE FOR ANY SHORTAGES AT DISPORT.

29) CHARTERERS HAVE OPTION TO USE ONLY RUBBER TYRE BULLDOZERS IN VESSELS HOLDS, PROVIDED NOT EXCEEDING THE TANK TOP STRENGTH

30) ADCOM 2.5% PLUS 1.25% TO SEA FREIGHT

31) REST ALL AS PER OWNERS PROFORMA CP TERMS WITH LOGICAL AMENDMENTS.

32) SUBJECTS OWNERS BOD APPROVAL TO BE LIFTED WITHIN 8 WORKING HRS AFTER FIXING MAIN TERMS.

33) CHTRS SUBJECTS TO BE LIFTED W/I 24 HRS INCLUDING HOLIDAY AFTER FIXING MAIN TERMS.
END OFFER

BEST REGARDS,
SEAFREIGHT

EXHIBIT 2

19/11/2007 17:24 +91-22-23782349

V ARJOON SHIPPING

PAGE 51

13-NOV-2007 16:39
0022 22401.144**ADDENDUM NO 1****ADDENDUM TO CHARTER PARTY DATED 28TH NOVEMBER 2006 FOR
M.V. ASHA ASHIK & CHARTER PARTY DATED 28TH OCTOBER 2006 FOR
M.V. AL MANSOOR-I**

IT IS MUTUALLY AGREED ON THIS 19TH DAY OF NOVEMBER 2007 BETWEEN D. OWNERS
M/S. ASHAPURA SHIPPING UAE FZE SHARJAH AND "M/S J.S. OCEAN LINERS PTE LTD.
SINGAPORE" AS CHARTERERS THE FOLLOWING FURTHER TERMS...

OWNERS WILL PROVIDE M.V. AL MANSOOR-I TO CHARTERERS - M/S. J.S. OCEAN LINERS PTE LTD AND CHARTERERS TO CONTINUE THE TIME CHARTER FOR FURTHER 3 MONTHS +/- 15 DAYS IN CHATERER'S OPTION ON THE FOLLOWING TERMS & CONDITIONS.

1. CHARTERERS WILL REDELIVER M.V. ASHA ASHIK AFTER COMPLETION OF PRESENT VOYAGE ON DLOSP MUMBAI

1. CHARTER PARTY DATED 28TH NOVEMBER 2006 FOR M.V. ASHA ASHIK WILL BE CONSIDERED AS FULFILLED AND NETHER PARTY SHALL HAVE ANY CLAIMS OF WHATSOEVER NATURE AGAINST THE OTHER PARTY UNDER CHARTER PARTY. FURTHER CHARTERERS CLAIMS VIDE LETTER DATED 01ST NOVEMBER 2007 STANDS WITHDRAWN & NULL AND VOID.

2. ALL PENDING ACCOUNTS UNTIL RE-DELIVERY OF VESSEL ON DLOSP MUMBAI WILL BE SETTLED BETWEEN OWNERS AND CHARTERERS WITHIN 10 DAYS.

3. PERIOD : 3 MONTHS +/- 15 DAYS IN CHOPT IN DIRECT CONTINUATION

4. NEW HIRE R&TE USD 8000.00 PD FROM 1900 HRS GMT ON 13.11.2007

5. OWNERS HAD SUPPLIED VESSEL M.V. AL MANSOOR-I WITH IFO/36 MT AND MGO/49 MT AT JEDDAH LAST CALL ON OWNER'S ACCOUNT. SAME TO REMAIN OWNERS QUANTITY AND TO BE ADDED IN REDELIVERY QUANTITIES. REDELIVERY QUANTITY WILL BE IFO/151.36 MT AND MGO/59.63 MT AND CHARTERERS TO REDELIVER BACK THE VESSEL WITH THIS QUANTITIES.

6. DURING LAST VOYAGE INCASE CHARTERERS EXCEED GRACE PERIOD +/- 15 DAYS IN CHOPT, THEN CHARTERERS TO PAY ADDITIONAL HIRE OF USD 2000.00 PD FOR ADDITIONAL DAYS TAKEN BEYOND GRACE PERIOD.

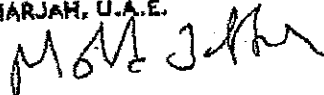
7. OWNERS HAVE OPTION TO SELL THE VESSEL WITH CONDITION THAT THE NEW OWNERS WILL HONOR THE CHARTER PARTY FOR M.V. AL MANSOOR-I

8. AS A SPECIAL CASE, CHARTERERS ARE ALLOWED TO PERFORM ONLY ONE (1) VOYAGE OF SULPHUR DURING ENTIRE TIME CHARTER PERIOD INCLUDING GRACE PERIOD OF +/- 15 DAYS ALL NECESSARY TIME REQUIRED FOR LINE WASHING OF HOLDS TO BE FOR CHARTERER'S TIME AND ACCOUNT.

9. REST ALL TERMS FOR M.V. AL MANSOOR-I WILL REMAIN SAME AND ABOVE TO BE INTEGRAL PART OF CHARTER PARTY DATED 28TH OCTOBER 2006

END:

FOR
M/S. ASHAPURA SHIPPING (UAE) FZE
SHARJAH, U.A.E.



(AS OWNERS)

FOR
M/S. J.S. OCEAN LINERS PTE LTD.,
SINGAPORE



(AS CHARTERERS)

EXHIBIT 3

M.V.AL MANSOOR-I
Acct. JSOL C.P. dated 27.10.2007

m.v.Al Mansoor I - A/C JS OCEAN LINER PTE LTD, C/P 27.10.2006

**CREDIT
FROM CHRTS**

AA. HIRE (USD)	5,250.00 Per day		
- 11/1/2006 19:00	5/17/2007 19:00	197.00 Days	
HIRE (USD)	6,000.00 Per day		
- 5/17/2007 19:00	11/13/2007 19:00	180.00 Days	
HIRE (USD)	8,000.00 Per day		
- 11/13/2007 19:00	2/19/2008 0:20	97.22 Days	
BB. OFF-HIRE			
1. 11/10/2006 22:30	11/10/2006 23:30	0.0139 Days	72.92
- HA1 Was jammed & Could not be closed			
2. 11/10/2006 20:30	11/10/2006 23:59	0.0486 Days	255.19
- HA3 Was jammed & Could not be closed			
3. 11/11/2006 7:00	11/11/2006 11:25	0.0613 Days	322.05
- HA2 Was jammed & Could not be closed			
4. 12/10/2006 14:00	12/10/2006 15:30	0.0208 Days	109.38
- lh no. 3 could not be closed			
5. 12/10/2006 15:00	12/10/2006 16:00	0.0139 Days	72.92
- lh no. 2 could not be closed			
6. 12/10/2006 20:00	12/10/2006 21:40	0.0231 Days	121.53
- lh no. 2 could not be closed			
7. 7/8/2007 14:00	7/10/2007 2:04	1.5028 Days	9,016.67
- waiting for crane no. 3 converter repairs			
8. 7/8/2007 10:45	7/8/2007 11:30	0.0104 Days	46.86
- cr. no. 2 out of order			
9. 7/8/2007 10:45	7/8/2007 11:30	0.5729 Days	3,437.52
- waiting for opening hatches			
10. 8/13/2007 20:00	8/14/2007 0:01	0.0558 Days	334.72
- lh no. 3 jammed			
11. 8/14/2007 0:01	8/14/2007 8:00	0.1109 Days	665.28
- lh no. 3 jammed			
12. 8/28/2007 21:30	8/28/2007 22:30	0.0417 Days	250.00
- lh no. 1,2, 3 not opening			
13. 8/30/2007 19:45	8/30/2007 23:45	0.0556 Days	333.33
- cr no.2 out of order at dammam			
14. 11/2/2007 4:00	11/2/2007 10:00	0.2500 Days	1,500.00
- bunkering at Jeddah at Owner's time			

BUNKER CONSUMPTION

1. IFO (MT)	0.00 USD	0.00	0.00
GO (MT)	0.03 USD	624.00	21.67
2. IFO (MT)	0.00 USD	0.00	0.00
GO (MT)	0.12 USD	624.00	75.83
3 IFO (MT)	0.00 USD	0.00	0.00
GO (MT)	0.15 USD	624.00	95.69
4 IFO (MT)	0.00 USD	0.00	0.00
GO (MT)	0.05 USD	624.00	32.50
5 IFO (MT)	0.00 USD	0.00	0.00
GO (MT)	0.03 USD	624.00	21.67
6 IFO (MT)	0.00 USD	0.00	0.00
GO (MT)	0.06 USD	624.00	36.11
7 IFO (MT)	0.00 USD	0.00	0.00

M.V.AL MANSOOR-I

Acct. JSOL C.P. dated 27.10.2007

GO (MT)	3.76	USD	624.00	2,344.33
8 IFO (MT)	0.00	USD	0.00	0.00
GO (MT)	0.03	USD	624.00	16.25
9 IFO (MT)	0.00	USD	0.00	0.00
GO (MT)	1.43	USD	624.00	893.76
10 IFO (MT)	0.00	USD	0.00	0.00
GO (MT)	0.14	USD	624.00	87.03
11 IFO (MT)	0.00	USD	0.00	0.00
GO (MT)	0.28	USD	624.00	172.97
12 IFO (MT)	0.00	USD	0.00	0.00
GO (MT)	0.10	USD	624.00	65.00
13 IFO (MT)	0.00	USD	0.00	0.00
GO (MT)	0.14	USD	624.00	86.67
14 IFO (MT)	0.00	USD	0.00	0.00
GO (MT)	0.63	USD	624.00	390.00
<i>Over consumption of bunkers</i>				
1. IFO (MT)	1.79	USD	285.50	510.47
GO (MT)	0.14	USD	624.00	90.11
<i>Dammam to Kandla</i>				
2. IFO (MT)	1.88	USD	285.50	536.45
GO (MT)	0.00	USD	624.00	0.00
<i>Jeddah to Aqaba</i>				
3. IFO (MT)	0.88	USD	285.50	249.81
GO (MT)	0.00	USD	624.00	0.00
<i>Aqaba to Mumbai</i>				
4. IFO (MT)	0.05	USD	285.50	14.28
GO (MT)	0.18	USD	624.00	109.20
<i>Jeddah to Aqaba</i>				
5. IFO (MT)	0.00	USD	285.50	0.00
GO (MT)	0.43	USD	624.00	268.94
<i>Aqaba to Karwar</i>				
6. IFO (MT)	0.00	USD	285.50	0.00
GO (MT)	0.07	USD	624.00	44.30
<i>Karwar to Kandla</i>				
7. IFO (MT)	0.00	USD	285.50	0.00
GO (MT)	0.09	USD	624.00	54.91
<i>Kandla to Dammam</i>				
8. IFO (MT)	0.16	USD	285.50	44.82
GO (MT)	0.07	USD	624.00	41.81
<i>Dammam to Mumbai</i>				
9. IFO (MT)	0.06	USD	285.50	15.70
GO (MT)	0.00	USD	624.00	0.00
<i>Jebel Ali to Kandla</i>				

CC. TOTAL/ADDRESS COMMISSION 3.75%*Less Off-Hire + Add Comm 2.50% + Brokerage 1.25%*

- 11/1/2006 19:00	5/17/2007 19:00	196.96 Days	38,777.08
- 5/17/2007 19:00	11/13/2007 19:00	178.25 Days	40,105.63
- 11/13/2007 19:00	2/19/2008 0:20	97.22 Days	29,166.67

DD. CHRTR'S EXPENSES*- Cable / Victual / Entertainment Expenses*

M.V.AL MANSOOR-I

Acct. JSOL C.P. dated 27.10.2007

- Intermediate Hold Cleaning - (voy-04)
- Intermediate Hold Cleaning - (voy-05)
- Intermediate Hold Cleaning - (voy-06)
- Intermediate Hold Cleaning - (voy-07)
- Intermediate Hold Cleaning - (voy-08)
- Intermediate Hold Cleaning - (voy-09)
- Intermediate Hold Cleaning - (voy-11)
- Intermediate Hold Cleaning - (voy-12)
- Intermediate Hold Cleaning - (voy-13)
- Intermediate Hold Cleaning - (voy-14)
- Intermediate Hold Cleaning - (voy-15)
- Intermediate Hold Cleaning - (voy-16)
- Intermediate Hold Cleaning - (voy-17)
- Intermediate Hold Cleaning - (voy-18)
- Intermediate Hold Cleaning - (voy-19)
- Stevedores damages at Aqaba on 07.03.2007
- ILOHC

EE. OWNER'S EXPENSES

- F.w. supplied at Jeddah (120 mt @ usd 13/-)	1,560.00
- Owners expenses at Aqaba 10 & 11th chire	1,641.50
- Owners expenses at Karwar 12th chire	608.58
- Owners expenses at Jeddah 16, 17 & 18th chire	1,300.00
- Owners expenses at Mumbai	255.00
- Owners expenses at Karwar	1,863.96
- Owners expenses at Dammam	380.00
- Owners expenses at Dammam	75.00
- Owners expenses at Dammam	25.00
- Owners expenses at Dammam	500.00
-	
- m.v.asha ashik - fhs settlement	126,640.37

FF. CHARTERERS REMITTANCE

2,584,996.07

GG. BUNKER ON DELIVERY/REDELIVERY

	DELIVERY	RE-DELVY		
IFO (MT)	151.560	156.800	USD	285.50
DO (MT)	59.630	35.870	USD	624.00
				44,766.40
				22,382.88

TOTAL: CREDITED/(DEBITED)

2,917,902.77

BALANCE DUE (TO) OWNERS

M.V.AL MANSOOR-I
Acct. JSOL C.P. dated 27.10.2007

DEBIT TO CHRTS		UNDER J.S.O.L. CHARTER							
		HIRE (USD)	5,250.00	6000	8,000.00 PER DAY				
		PAYMENT			C/HIRE	TOTAL	HIRE		
		DUE DATE	HIRE		DUE	COMM	RCVD	DATE	
		FROM	TO	NO.	DAYS	(USD)	3.750%	(USD)	RCVD
(1,034,250.00)		1-Nov-06	16-Nov-06	001	15.00	78,750.00	(2,953.13)	98,785.53	8-Nov-06
		16-Nov-06	1-Dec-06	002	15.00	78,750.00	(2,953.13)	75,471.06	19-Nov-06
(1,080,000.00)		1-Dec-06	16-Dec-06	003	15.00	78,750.00	(2,953.13)	73,426.63	1-Dec-06
		16-Dec-06	31-Dec-06	004	15.00	78,750.00	(2,953.13)	78,763.65	18-Dec-06
(777,777.78)		31-Dec-06	15-Jan-07	005	15.00	78,750.00	(2,953.13)	74,736.88	3-Jan-07
		15-Jan-07	30-Jan-07	006	15.00	78,750.00	(2,953.13)	73,655.00	17-Jan-07
		30-Jan-07	14-Feb-07	007	15.00	78,750.00	(2,953.13)	76,296.88	1-Feb-07
		14-Feb-07	1-Mar-07	008	15.00	78,750.00	(2,953.13)	79,290.03	14-Feb-07
		1-Mar-07	16-Mar-07	009	15.00	78,750.00	(2,953.13)	76,290.00	2-Mar-07
		16-Mar-07	31-Mar-07	010	15.00	78,750.00	(2,953.13)	74,721.03	16-Mar-07
		31-Mar-07	15-Apr-07	011	15.00	78,750.00	(2,953.13)	76,217.57	4-Apr-07
		15-Apr-07	30-Apr-07	012	15.00	78,750.00	(2,953.13)	75,681.45	20-Apr-07
		30-Apr-07	17-May-07	013	17.00	89,250.00	(3,346.88)	26,398.28	3-May-07
		17-May-07	1-Jun-07	014	15.00	90,000.00	(3,375.00)	149,116.25	19-May-07
		1-Jun-07	16-Jun-07	015	15.00	90,000.00	(3,375.00)	87,118.00	7-Jun-07
		16-Jun-07	1-Jul-07	016	15.00	90,000.00	(3,375.00)	98,069.80	
		1-Jul-07	16-Jul-07	017	15.00	90,000.00	(3,375.00)	0.00	
		16-Jul-07	31-Jul-07	018	15.00	90,000.00	(3,375.00)	0.00	
		31-Jul-07	15-Aug-07	019	15.00	90,000.00	(3,375.00)	83,948.85	9-Aug-07
		15-Aug-07	30-Aug-07	020	15.00	90,000.00	(3,375.00)	90,762.12	21-Aug-07
		30-Aug-07	14-Sep-07	021	15.00	90,000.00	(3,375.00)	70,365.25	30-Aug-07
		14-Sep-07	29-Sep-07	022	15.00	90,000.00	(3,375.00)	85,970.40	17-Sep-07
		29-Sep-07	14-Oct-07	023	15.00	90,000.00	(3,375.00)	86,868.34	2-Oct-07
		14-Oct-07	29-Oct-07	024	15.00	90,000.00	(3,375.00)	86,793.17	16-Oct-07
		29-Oct-07	13-Nov-07	025	15.00	90,000.00	(3,375.00)	76,090.38	
		13-Nov-07	28-Nov-07	026	15.00	120,000.00	(4,500.00)	29,039.38	
		28-Nov-07	13-Dec-07	027	15.00	120,000.00	(4,500.00)	102,004.90	
		13-Dec-07	28-Dec-07	028	15.00	120,000.00	(4,500.00)	115,993.15	
		28-Dec-07	12-Jan-08	029	15.00	120,000.00	(4,500.00)	115,142.64	
		12-Jan-08	27-Jan-08	030	15.00	120,000.00	(4,500.00)	115,993.15	
		27-Jan-08	11-Feb-08	031	15.00	120,000.00	(4,500.00)	115,993.15	
		11-Feb-08	19-Feb-08	032	8.01	64,111.11	(2,404.17)	115,993.15	
					377.00	2,114,250.00	(79,284.38)	2,584,996.07	

M.V.AL MANSOOR-I
Acct. JSOL C.P. dated 27.10.2007

(15,807.33)

M.V.AL MANSOOR-I
Acct. JSOL C.P. dated 27.10.2007

(1,000.00)
(1,000.00)
(1,000.00)
(1,000.00)
(1,000.00)
(1,000.00)
(1,000.00)
(1,000.00)
(1,000.00)
(1,000.00)
(1,000.00)
(1,000.00)
(1,000.00)
(1,000.00)
(650.00)
(2,000.00)

(43,270.38)
(37,209.12)

(3,005,964.61)

(88,061.84)

EXHIBIT 4

M.V.AL MANSOOR-I
Acct. JSOL C.P. dated 27.10.2007

REMARKS

INC COST OF BUNKER ON DEL

less offhire at Kandla

less offhire at Damuzam

incld wrongly debt over consumption

RECD 77333.88 INC MANAN FINAL HIRE

less own exp

LESS OWN EXP

LESS OWNR EXP

includes 16, 17 n 18 chire less ashik soa

includes 16, 17 n 18 chire less ashik soa

includes 16, 17 n 18 chire less ashik soa

a/with ashik - 002nd chire

S. S. MUTHU ENTERPRISES**SHIPS & STORAGE TANK CLEANING CONTRACTOR**Add. : F/N/M/B 75, 1/9, David Stores, Near Maternity Hospital, Sardar Nagar No.4, Raowli Camp,
Sion-Koliwada, Mumbai - 400 037.

Tel. : 2409 8983

Bill No. 1705

Date 2/1/08

To, Ashapura Shipping Pvt Ltd.
Mumbai.

Sr. No.	DESCRIPTION	AMOUNT	
		Rs.	P.
	Vessel: AL-Masoor Hatch no-1		
1.	Charges for Chipping and hammering of loose bent seals and painted the hatch & Camming as per your Surveyor's Satisfaction		
2.	Hatch Covers are Chipped and washed all Rock phosphate of person Cargo for heading Corn on loose.	2,00,000	00
	12.36% Service tax	24,720	00
	Advance		
	Labour Charges Only		
	Total Amount Rs.	2,24,720	00

For S. S. MUTHU ENTERPRISES

S. S. MUTHU

S. S. MUTHU

Proprietor

STEFFI ENTERPRISES

(Cleaning Materials Suppliers & Labour Contractors)

302, Bldg No. 6, Datta Tray Building Co-op. Housing Society, Sardar Nagar No. 1,
Sion Koliwada, Mumbai - 400 022.

Ref.:

Date 2/1/08

To
Ashopora Shipping Pvt Ltd.
Mumbai.

Vessel: AL-Masoor,

Hatch NO: 2.

1. Labour charges for shipping and hammering
of loose Rent Seals and painted the hatch
and Corrugating as per your Surveyor's Satisfaction.

2. Hatch Cover's are chipped and washed all
Rock Phosphate of previous Cargo for
loading Corn on loose.

Total

— 2,00,000.00

Supers In Words: Two Lakh Only



Signature

EXHIBIT 5

STEFFI ENTERPRISES

(Cleaning Materials Suppliers & Labour Contractors)

302, Bldg No. 6, Datta Tray Building Co-op. Housing Society, Sardar Nagar No. 1,
Sion Koliwada, Mumbai - 400 022.

Ref.:

Date 2/1/08

To
Ashapura Shipping Pvt Ltd.
Mumbai.

Vessel: AL-Masoor,

Hatch NO: 2.

1. Labour charges for shipping and handling
of loose Rent Seals and painted the hatch
and Coaming as per your Surveyor's Satisfaction.

2. Hatch Cover's are Chipped and Washed all
Rock Phosphate of previous Cargo for
loading Corn on loose.

Total

2,00,000.00

Supers In Words: Two Lakh Only


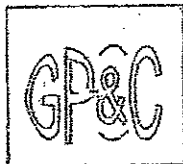

Signature

EXHIBIT 6

DESCRIPTION		UNIT	UNIT PRICE	QTY	UNIT RATE	TOTAL	TOTAL (GROSS)
SUB TOTAL GENERAL SERVICES						8121.00	7345.43
2. DOCKING							
A1 FIRST 2 DAYS	DAYS	2D			5750.00		5750.00
A2 SUBSEQUENT DAYS	TIMES=	1305.00	15		19575.00	7.5%	18106.88
A3 PILOTAGE	Times	BY OWNER	2				
A4 TUGGAGE	TIMES=	BY OWNER	4				
A5 MOORING	DAYS	482.50	2		926.00	7.5%	855.83
A6 WARPAGE	SHIFT/MAN	487.50	5		2437.50	7.5%	2254.69
A7 TRIGGERS		80.00	PER				
A8 ANY OTHER EXPENSES IN DOCKING							
PL INDICATE CLEARLY ITEMS/UNIT RATE/ ETC.							
NOTE: Tugs & pilot charges payable to Port Authority through the Local Agents. For guidance visit							
www.mptgoa.com							
SUB TOTAL DOCKING						28667.50	26967.19
3. PAINTING (ALL AREAS IN apprx.M2)		3500 M2					
A1 HP WATER WASH - 250BAR PRESSURE	AREA=	1.50	3500		5250.00		5250.00
A2 SCUPPER CONNECT/DISCONNECT	NOS=	197.50	10		1975.00	7.5%	1826.88
A3 F W WASHING	AREA=	1.25	3500		4375.00	7.5%	4048.88
B TOPSIDE		AREA=800					
B1 OIL CLEANING	AREA=						
B2 SA 2 BLASTING	AREA=	10.00	700		7000.00		7000.00
B3 GRIT SWEEPING(BALANCE AREA IF ANY)		AREA=					
B4 1 T/U PRIMER	AREA=	0.75	700		525.00	7.5%	485.83
B5 1F/C PRIMER	AREA=	0.60	700		420.00		420.00
B6 2 F/C EPOXY	AREA=	0.60	700		840.00		840.00
VERTICAL BOTTOM		AREA=900					
C1 OIL CLEANING	AREA=						
C2 SA 2 BLASTING	AREA=	10.00	900		9000.00		9000.00
C3 GRIT SWEEPING(BALANCE AREA IF ANY)		AREA=					
C4 1 F/C PRIMER	AREA=	0.80	900		720.00		720.00
C5 1 F/C PRIMER	AREA=	0.80	900		540.00		540.00
C6 1 F/C EPOXY	AREA=	0.60	900		540.00		540.00
C7 1 F/C TIE COAT	AREA=	0.60	900		540.00		540.00
C7 1 F/C ANTI FOULING	AREA=	0.80	900		720.00		720.00
C8 1 F/C ANTI FOULING	AREA=	0.80	900		720.00		720.00
D. FLAT BOTTOM		AREA=1900					
D1 SA 2 BLASTING	AREA=	10.00	1900		19000.00		19000.00
SA 1.5 BLASTING	AREA=						
D2 1F/U PRIMER	AREA=	0.60	1900		1140.00		1140.00
D3 1F/C PRIMER	AREA=	0.60	1900		1140.00		1140.00
D4 1F/C EPOXY	AREA=	0.80	1900		1520.00		1520.00
D4 1 F/C TIE COAT	AREA=	0.60	1900		1140.00		1140.00
D5 1F/C ANTI FOULING	AREA=	0.60	1900		1140.00		1140.00
D6 1 F/C ANTI FOULING	AREA=	0.80	1900		1520.00		1520.00
E. DRAFT MARKS AND SHIP'S NAME							
E1 DRAFT MARKS AND SHIP'S NAME AS FOLLOWS							
3 sets of vessels name	(on bow and stern)				180.00	7.5%	165.50
1 set port of registry and IMO No	(on stern)						
0 sets of draft marks	(on stern) inclusive above						
2 sets of plimsoll marks	(wd, midship, stern)				232.00	7.5%	214.89
10 sets of tank separating marks	(midship)	340.00	2		680.00	7.5%	629.69
2 sets of bulbous bow marks	(port & stbd)	17.00	10		170.00	7.5%	157.25
4 sets of lugboat marks	(on bow)	137.50	2		275.00	7.5%	254.38
	(port & stbd)	27.00	4		108.00	7.5%	99.90
CARGO HOLDS							
F HOLD GRIT SWEEPING	AREA= SQM			5800			
HOLD GRIT BLAST SA2	AREA SQM	11.88	1000		11875.00		10000.00
HOLD GRIT BLAST SA1	AREA SQM	9.00	4600		41400.00		41400.00
G HOLD PAINTING	A						
G1 2 F/C EPOXY	AREA SQM	0.60	5600		3360.00		3360.00

EXHIBIT 7



VAT TIN No. : 27320531235 V.w.e.l. 01/04/2008
CST TIN No. : 27320531235 C.w.e.l. 01/04/2008



Al. Marwar 7

TAX INVOICE

Subject to Mumbai Jurisdiction

॥ श्री गणेशाय नमः ॥

॥ जय स्वामी नारायण ॥

Tel. Off. : 23711

Telefax : 66351

Resl. : 2515

2512

॥ श्री सद्गुरु ॥

Govindji Padamshi & Co.

Suppliers of : Old & New Empty Gunny & HDPE Bags, Stevedore Gear,
Lassing Material, Dunnag Material, Hardware, All Types of Paper, Hessian Cloth,
All Types of Rope & All Types of Packing Material.

Ambica Terrace, Ground Floor, Godown No. 8, 4th Clive Cross Lane, 66 Liladhar Lakhmesh
Shah Marg, Opp. Veena Chamber, Dana Bunder, Masjid (E), Mumbai - 400 009.

गोविंदजी पदमशी जी. को.

अंबिका टेरेस, ग्राउंड फ्लोर, गोदौन नं. ८, ४थी क्लिवे क्रॉस लेन, ६६ लिलाधर लखमशी यार, मार्ग,
बिना चेम्बर नजीक, दादा भंडर, मस्जिद (ईस्ट), मुंबई - ४०० ००९.

Order No. S.M.S. Lorry No. H/C Challan No. 421

BILL No. : 269Date : 17-1-08

Ms. Ashapura Shipping (IAB) FZE C/o Ambika M.
Archaisitic Congress Bldg. III 2nd floor 5th Convent
Street Colaba Mumbai 400039

PARTICULARS	Quantity	Rate	Rate Per	AMOUNT Rs.
25.5 - 18.2 Cotton Canvas nos.	02	48925/-	1	97850/-
17.6 13 Cotton Canvas nos.	01	28100/-	1	28500/-
TOTAL				1,26,350/-
Vat %				
G.TOTAL				1,26,350/-

*We hereby certify that export registration certificate under the Maharashtra Value Added Tax Act, 2002 is in force on the date on which the goods specified in this invoice are made by us and that the transaction of sale covered by this invoice has been effected by us and it shall be considered as in the turnover of sales when bill of return and the due tax, if any, payable on the sale has been paid or shall be paid.

TERMS & CONDITIONS

1. Goods once delivered will not be taken back.
2. Our responsibility ceases once the carrier has been loaded.
3. Interest @ 21% shall be charged if the payment is not received within 8 days.
4. This goods shall be condition from the Mumbai Gunny Bags Merchant Association.

मुल सुक लेवी देवी.

For GOVINDJI PADAMSHI & Co.

Proprietor / Partner / Manager

EXHIBIT 8

KEPEE MARINE

BILL NO. KEPEE/CHSUP/086/2007-08

DATE : 12th January, 2008

M/S. ASHAPURA SHIPPING (UAE) FZE,
C/O. AMBICA MARITIME LIMITED,
EUCARISTIC CONGRESS BUILDING III,
2ND FLOOR, 5TH CONVENT STREET,
COLABA,
MUMBAI - 400 039

REF NO. BY VERBAL (MR. MILIND)

DATE : 12th January, 2008

DATE	VESSEL NAME	PARTICULARS	RATE	AMOUNT IN RS.
11.01.08	M.V. AL-MANSOOR - I	BEING OUR CHARGES FOR SUPPLY OF: 600 MTRS OF RAMNIK TAPE	110/- FM	66,000.00
			TOTAL	66,000.00

(RUPEES SIXTY SIX THOUSAND ONLY)

E & O.E Subject to Mumbai Jurisdiction.

Payment within 15 days.

Subject to realization of cheques

PAN NO. AEXPD2551G

FOR KEPEE MARINE
MUMBAI
PROPRIETOR/ACCOUNTANT

REGISTERED OFF: G-3, SHILLU HOUSE, 20TH ROAD, KHAR (WEST), MUMBAI - 400 052